

DATE 0112Z 30 DEC 1964

S E C R E T

25X1A
TO : DIRECTOR
FROM :
ACTION:
INFO :

ROUTING	INT
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1	9
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8	16

PRIORITY

IN 64864

25X1A

25X1A TOR 0155Z 30 DEC 1964

TO 25X1A
PRIORITY
OXCART FLTEST OPS

INFO CITE POSTED
M. P.

25X1

1. ARTICLE 130 MADE FLIGHT 63, SORTIE 1-T-64-653 ON 29 DEC 64.
PILOT TAKEOFF AT 1135 HOURS, LANDING AT 1305 HOURS FOR
ONE HOUR AND 30 MINUTES. MISSION SUCCESSFUL. GROSS WEIGHT
117,000 POUNDS, C.G. 20.3 PER CENT, TAKEOFF DISTANCE 7000 FEET,
TAKEOFF SPEED 219 KNOTS, PRESSURE ALTITUDE 4380 FEET, TEMPERATURE
29 DEGREES, WIND CALM, MAX SPEED 2.95 MACH, MAX ALTITUDE 83,000
FEET, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.6
MACH THIS FLIGHT 25 MINUTES, TIME OVER 2.8 MACH THIS FLIGHT 20
MINUTES. TOTAL AIRCRAFT TIME 83:54. PURPOSE: DATA COLLECTION.
CONFIGURATION: 2.9. Q BAY AND SPECIAL EQUIPMENT: TRACKER CAMERA.

2. SUMMARY: NORMAL TAKEOFF AND CLIMB. SLIGHT INLET ROUGHNESS
AT 2.4 MACH. DURING 2.9 MACH AND 80,000 FT AD OCCURRED ON LEFT
ENGINE, FOLLOWED AD ON RIGHT. RESTART COULD NOT BE MAINTAINED
UNTIL 2.45 MACH AND, AT 60,000 FEET. AFTER RESTART ESTABLISHED
ACCELERATION BACK TO 2.9 MACH NO PROBLEM. ON STARTING DESCENT
AD OCCURRED ON BOTH ENGINES AGAIN AND COULD NOT BE CLEARED UNTIL

USAF review(s) completed.

S E C R E T

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

(CONT=)

25X1A

PAGE TWO

S E C R E T

IN 64864

REACHING 2.4 MACH. INS AUTO USED AND COURSE APPEARED GOOD BUT
STEERING NEEDLE WAS IN ERROR ALTHOUGH AIRCRAFT MAINTAINED CORRECT
COURSE. INS STEERING NEEDLE IN ERROR FROM 15 DEGREES LEFT TO 3
DEGREES RIGHT. ON LANDING CHUTE DEPLOYED NORMALLY BUT WAS LATE IN
JETTISONING. LIFE SUPPORT EQUIPMENT SATISFACTORY. NEW FOUR PIN
PARACHUTE WAS SATISFACTORY.

END OF MESSAGE

S E C R E T